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ANSWERS

H. Parker

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ANSWERS.

4. (1911). NAMES ON THE STERNS OF MEN-OF-WAR.—I have come across the following representations of these in paintings and prints:—

(a) "Dutch Shipping," by Ludolf Bakhuizen (National Gallery) shows the stern of a ship with heraldic ornament. On a ribbon just above the rudder the letters R E N A C H are painted. Date of picture, 1683.

(b) "A View of Gibraltar," by Dominic Serres (Print Room Brit. Mus.), representing Rodney's squadron, with five prizes captured off St. Vincent, 16th January, 1780. The *Royal George*, *Sandwich* and *Prince George* are all shown with their names painted straight across their sterns below the lower tier of windows. Date of publication of print, 1782.

(c) A print after the same artist representing the action between H.M.S. *Valiant* and the *Cato* and *Jason*, April, 1782 (Print Room Brit. Mus.) All three ships have their names on their sterns, but differently inscribed. The *Valiant* has hers painted large and straight across like the English ships in the last example. The Frenchmen carry theirs in a small ornamental oval (see page 25, *supra*), and made into two lines *Le Cato*, *Le Jason*, with the article in the top storey.

(d) Three prints after the same artist (Print Room Brit. Mus.) representing the *Mediator* all show her with her name across her stern. Two of them depict her affair with the *Menagère* and *Alexander* in December, 1782. The *Alexander's* name is shown painted in a small oval. The *Alexander* is described at the foot of the print as American. The print in which the *Menagère's* stern appears does not show her name.

(e) A painting by Nicholas Pocock of the repulse of de Grasse by Hood, January, 1782 (Painted Hall, Greenwich) shows the *Alfred* with her name across her stern.

(f) A painting by J. T. Serres of the Battle of Camperdown, 1797 (London Museum, Kensington Palace) shows a ship with the name *Wassanaer* across her stern.

(g) "The Death of Nelson," by Turner (Tate Gallery) shows the first four letters of the name of the *Redoubtable* across her stern, the rest being cut off by a boat hanging therefrom. Date of painting, 1809.

(h) The drawing of the German ship *Der Adler*, on p. 153, of the present volume of *THE MARINER'S MIRROR*, shows her name on the stern. Possible date of original picture, 1608, but see the Note accompanying the drawing.

(i) A drawing by Charnock of the sterns of the French *Invincible* (taken by Anson, 1747) and the Spanish *Glorioso* (taken by Russell in the same year), and reproduced in Clowes' Hist. R.N., vol. III., p. 6, shows both ships with their respective names painted inside ornamental tablets.

These examples, taken collectively and added to those mentioned on page 126, *supra* would seem to show that the painting of ships' names upon their sterns was a well-known, if far from universal, practice, at the various dates given. It does not follow, of course, that any one instance taken by itself is conclusive evidence of the fact of which it purports to be a record.—W. S.

61. FIGURE-HEADS.—Like C.F., I cannot give the exact reference to the 1703 order about figure-heads. Still, I have it on the authority of Mr. Oppenheim that there was an order in that year to the effect that all new ships were to carry a Lion only. An exception was to be allowed in the case of the *Royal Anne*. This order was certainly not enforced for long; I know of several models carrying the A.R. monogram, with very elaborate and complicated figure-heads.—R. C. A.

73. EARLY ROYAL YACHTS.—Some years ago I was invited to contribute to a large work on yachting some chapters dealing with the history of the sport in England down to the formation of the Royal Yacht Squadron. In the course of my search I went fairly carefully through the State Papers, in which a good deal of matter about the Caroline

yachts is to be found, including frequent mentions of the spars and gear of some of them. I found nothing, either there or elsewhere, from which it could be decided that any of the Stuart yachts were ketch-rigged, but abundant material to show that at least all the earlier larger yachts were one-masted. As far as my search went it appeared that no inventory of the gear of the *Fubbs* has survived and I would be interested to learn what is R. C. A.'s reason for believing that she may have been a ketch. Similarly the *Saudadoes*, from her size, would seem a likely vessel to have had this rig, which towards the end of the 17th century was seemingly being used for larger vessels than formerly. At the beginning of the 17th century ketches ran very small.

The question arose whether the *Bezan* was a ketch, but no certain answer seemed to offer itself. By Charles II.'s reign "bezaan" seemingly did not mean a fore and aft sail in general, but a mizzen on a mizzen mast; and from this it might not unreasonably be inferred that the *Bezan* was rigged with a mizzen. That is not, however, to say that she was a ketch, for she might have had a mizzen and been galliot-rigged, *i.e.*, with a lateen mizzen and a gaff mainsail. A ketch at that date was, of course, square rigged with no fore and aft canvas, unless head sails be counted, on the main.—L. G. C. L.

84. AN ENGRAVING OF H.M.S. "VICTORY."—Old engravings often had their titles altered to suit contemporary events. The print that H. F. R. Y. possesses was originally a portrait of an East Indiaman. I forget the name of ship, but I have possessed the original print, and have a copy of the so-called *Victory* one now. The publishers, wishing to benefit by the outburst of enthusiasm which followed Trafalgar, simply altered the title of the plate to suit the case. It was quite a simple process, and meant hammering out the copper, and having the title re-engraved. I have a rare portrait, after Vandyke, of Charles I., mounted on a white horse; and also another portrait, exactly similar in every detail, save that the face is altered to that of Oliver Cromwell. This alteration was made at the time of the dissolution of the Long Parliament. The reason for such alterations was that copper plates took months to engrave; so that, when a striking event

took place, the excitement of the moment would have lulled, and a big sale be lost, before the incident could be portrayed. The publishers accordingly turned out a bastard plate to suit the craving of the public. I believe that the plate described by H. F. R. Y. is one produced in this manner.—H. PARKER.

89. SEEKERS. The following is not a satisfactory reply, but it may possibly bear on the query:—After the opening of the Suez Canal there was a more or less rapid growth of stray steamships on the look out for profitable voyages anywhere. To distinguish them from the liners or regular traders, they were colloquially known as "tramps." My recollection is that their owners were inclined to regard this nomenclature as derogatory and in bad taste, and the term "seeker" was used as a polite alternative, and it is, I believe, still in some use in marine insurance circles. Whether "seeker" was coined at the time as a suitable word, or was a survival, I have no idea. The term "tramp," however, has long lost its early stigma, and will, I imagine, presently render "seeker" entirely obsolete. But whether the two vessels referred to were seekers in this sense of the word is perhaps questionable.—D. O.

[It may be thought to be some confirmation of the above suggestion that the Deal and Dover "hovellers" still speak of themselves as "going seeking," when they go out to try to find any ship which may need their services. When they go out by appointment to meet a particular ship they are, of course, not "seeking."—ED.]

95. HALF AND QUARTER POINTS OF THE COMPASS.—The method of boxing the compass has never been altered within the past two hundred years and more. There is one old way of speaking that—even yet—still exists amongst old seamen, *viz.*, the interpolation of the word "and," *e.g.*, North *and* by East, Nor'West *and* by West, and so on. "Moxon, a tutor to Astronomy and Geography" (4th Edition), 1686, uses this word. So does Shakespeare. Love's Labour Lost, Act I., Scene I. I do not know the present custom in the Royal Service, but in the Merchant Service, in all well appointed ships, points are no longer used, but degrees; thus "steer North 49° West."—W. B. W.